H 147

August 8, 1950 Southern California 3;38 a.m. -- 3:45 a.m.

A strange green light. the center of which seemed to be just north of Brange County California. It was seen over four countues, Los angeles, San Bernadino, San Diego and Riverside, its light covered the greater part of Southern California south of the city of Los Angeles and north as far as Santa Monica Bay. Observers at San Diego reported that the whole sky was alinght like a giant flash bulb. There was no sound. Several nights later andther huge, silent glow lit up the Pacific Coast from Salem, Oregon to Seattle, Washington.

A 153

August 12, 1950

William Schocke, Yuma Colo., saw, along with dozens of others, a dark, disk-shaped object with a dim glow around its rim. When it reached a point just above the drugstore, it abruptly ceased lateral flight and sliced straight upward, disappearing behind low-hanging clouds.

September 10, 1950

Lt. Wilbert S Rogers and Capt. Edward Ballard, Mitchell Field, N Y Air Force jet pilots, chased a mysterious round flying object for thirty miles and couldn't catch it. They estimated its speed at 900 miles per hour. They sighted the object over Sandy Hook, NJ while on routine flight. It was silvery white and about the size of a fighter plane travelling 450 mph at 20,000 feet.

Sept 1950

F.A.Halstead of Duluth, Minnesota, and Ben Eyton, Editor of the Steep Rock Echo, Steep Rock Lake, Ontario, reported the experiences of a miner living in Atikokan and his wife who saw a flying saucer and a live crew in a cove of Sawbill bay. They gave full details and told that they went back later with a camera and after days caught another saucer which spotted them and took off like a flash of green. There was a terrific high pitched wizz, almost a blast, they explained, and it was gone. One little figure that had been near the water's edge, was only about half way back when it took off. "Our impression was that something fell off when the saucer was about half way down the bay. For some reason our motor took a fit of not wanting to start. After we did get it going it began to run hot, which ruined our chances of pursuing the object."

Sept. 2I, I950 Citizen-News, Hollywood Calif.

Mystery Rocket Ships Over Colorado

Two more objects called Rocket Ships by hundreds of witnesses streaked Southeast across Colorado last night just East of the Rockie Mountains. Astronomy students and Air Force men both said they definitely were not meteorites A veteran Denver commercial pilot said they weren't regular airplanes and " not like any jet ship I ever saw" All reports had the objects moving horizontally, unlike meteors and most trained observers placed their altitude at 3000 feet. The CAA control tower a Pueblo estimated their speed at about I000 miles per hour, speed of the objects were so fast that reports along the 200 mile path were so close to simultaneous, covering a span of no more than five minutes around I0:45 p.m.

8 November 1950: The New York Times

HUNGRY

FLYING SAUSAGE OVER BRITAIN

London, England, Nov 8(Special to Times)---A mysterious "flying sausage" was reported over Barrow-In-Furness Tuesday. Two men, one a reputable businessman, described the object as a "flying sausage with a dark outline and a transparent center." " It was traveling north at a fair speed," he declared. Both men agreed there was no sound of motors and convinced it was not an airplane.

10 November 1950: San Diego Union

NAVY DESTROYER CHASES MYSTERIOUS OBJECT

San Diego, Calif.(UP)---The United States destroyer, "Blue", searched the Pacific ocean off southern California trying to track down a mysterious "unidentified object." A Navy report said the Blue picked up the object on its radar screen and was trying to close in on it to identify it. No mention was made of what, when, how, or where the contact occurred.

November 5, 1950 Heathrow, England

Four Pan American Airways imployees saw a brilliantly lighted objectflying east to west in a straight line. Speed was estimated at 1000 mph and craft was described as a bright white light, metallic colored, elongated, but as it went out of sight -- spherical.

A 134

November 12, 1950 Barrow-inFurness, England

Edward Leslie Docker, wholesale fruit dealer in Hindpool-road, saw a huge cigar-shaped object from the window fxx of his office aluminum in color, flying at about 4000 feet around 80 mph. Seemed to be at least 100 feet long.

November 12, 1950 Didsbury, Manchester, England

P D Bell, civil engineer saw a strange circular aircraft fly overhead at high speed. It was noiseless with bright light on the underside.

A 153

November 21, 1950

Perry Torbergson and Jack Anderson, both on the editorial staff of the Columbia Basin News at Pasco, Washington, watched an object in the sky for eight minutes. It was shiny, cigar-shaped and glistening brightly. It stopped and hung in the air over the Hanford atomic plant and then disa ppeared on a southwesterly course.

December 7, 1950

A shining aluminum-colored object hovered for more than a minute over the Rangely, Okla., Oil Basin, then moved rapidly eastward. Was flat, disk-like with dome-like structure on top. Seemed to rotate as it hovered emitting a flash of light at regular intervals. Altitude - approximately 2000 feet.

A 143

December 2, 1950 Fairbanks, Alaska

C G Kelly, Reeves Airway pilot approaching an airfield eight miles southwest of Anchorage, Alaska, saw an object overhead traveling at 100 miles per hour, so bright that it was impossible to look at. Then there was an explosion and the object vanished.

January, 1951 Belgian Congo, Africa

Two disks were sighted hanging over the Uranium mining pits and were pursued by planes. The objects flew in a peculiar zig-zag course. A Spitfire came close enough to see a whirling rim on one of the saucers, but was easily and quickly outdistanced.

January 27, 1951 Weekly London/Overseas Mail

FIVE TRADESMEN TRADE EXPERIENCES.

Five tradesmen in Carnoustie, Forfarshire, claim to have seen a flying saucer. It was glowing with a bright light "jut like a huge electric-light bowl," said Edward Thompson. The five men were working on a roof on Queen-Street when just after 2 p.m. they sighting the saucer moving through a cloudy patch. All watched the object for about 30 minutes. Occasionally a bright spark fell from it, as it moved through the sky. It was estimated as being "enormous."

January 1951   from: Robert Olson 3708 35th St. N W. Washington, DC

Photograph of seven or eight saucers daught flying over Washinton in January 1952. A shot was taken of someone's back porch and a double exposure resulted when the silvery saucers were sighted, the camera arched up, and the picture was taken. I assure you, nothing on that porch, not even the lighting cord that you can see hanging down is responsible for the images of the bright circles. Calculate how fast the objects would have to be going to make such a long streak in 1/50 of a second saying our saucers were 36 feet in diameter. Result? 2000, to 10,000 mph.

Jan 20, 1951

Capt. Larry W Vinther and co-pilot James F Bachmeier, flying Mid Continent Airline plane saw straight-winxxxged object,-no exhaust glow, no jet pods or engines visible. Performed maneuvers and turns at a speed impossible to known aircraft according to Vinther.

February 14, 1951 Capt J E Cocker (All-Weather Flying Division) and Capt E W Spradley (Aerial Photographic Laboratory), Wright-Patterson Air Force Base, while tracking a large weather balloon, saw an object hovering at 50 or 60 thousand feet. Flat, milky color, looked like a dime. Gave three brilliant flashes, then disappeared from sight.

January 16, 1951 Kansas City, Mo.

Betty McCarty and Judy Royles of Kansas City sighted a huge red light with a green flickering light in the center . It appeared and disappeared several times. Betty and Judy and Betty's husband drove up onto the Cliff drive and saw it hanging in the air over North Kansas City. It soared slowly around, down over Fairfax airport and searchlights were turned on it. It disappeared again , but cam back ten minutes later, appearing to be a green ball of light with a red trail. It was now very high in the sky and only shape recognizable was that of a green sphere. The next day the Air Force rigged up a plane with green lights and flew it around the city. The Air Force plane had a recognizable shape and sound of motors besides.

THE FLYING SAUCERS ARE REAL

DONALD KEYHOE STARTED HIS FLYING SAUCER INVESTIGATION MAY 9, 1949, FOR KEN PURDY OF ~~TIME~~ True MAGAZINE. HIS BOOK "THE FLYING SAUCERS ARE REAL" IS HIS STORY OF THIS INVESTIGATION. AT THE BEGINNING OF HIS INVESTIGATION HE WORKED WITH OTHER INVESTIGATORS IN WASHINGTION D. C. CHECKING HUNDREDS OF SIGHTING REPORTS, AIR FORCE SPACE EXPLORATION PLANS, ROCKET EXPERTS, ASTRONEMERS, AIR FORCE OFFICIALS AND PILOTS, HE FOUND ENOUGH FACTS TO BELIEVE THAT FLYING SAUCERS WERE REAL AND SO WROTE IN HIS FIRST ARTICLE IN TRUE. NATION WIDE PRESS AND RADIO COMMENT FOLLOWED THE APPEARANCE OF THE ARTICLE THE PUBLICITY WAS OBVIOUSLY GREATER THAN THE AIRFORCE EXPECTED, AND WITHIN THREE DAYS THEY PUBLISHED A SAUCER FILE CONTAINING THIS STATEMENT, "IT WILL NEVER BE POSSIBLE TO SAY THAT ANY INDVIDUAL DID NOT SEE A SPACE SHIP, AN ENEMY MISSLE, OR OTHER OBJECT".

SINCE 1949 THERE HAS BEEN A STEADY INCREASE IN SAUCER SIGHTINGS, ALTHOUGH THE AIR FORCE HAS CLOSED IT'S PROJECT SAUCER AND HAS REALEASED THE REPORTS IT HAD MADE ON ALL THE SIGHTINGS, HOWEVER IT IS WELL KNOWN THAT IT OPENED A NEW INTELLEGENCE PROJECT IMMEDIATELY AND HAS SINCE CONTINUED TO STUDY THE SAUCERS.

KEYHOE MAKES A POINT OF ALL THE VARIOUS TIMES HE TALKED TO THE AIR FORCE MEN IN THE PETAGON AND OF ALL THE EVASIVE ANSWERS HE RECIEVED BOTH BEFORE AND AFTER THE CLOSE OF PROJECT SAUCER. IT TOOK WEEKS TO GET ANY OFFICIAL REPORTS AT ALL AND THEN MORE THAN ONCE THEY WOULD TELL HIM THE REPORTS HE WAS READING WERE OUTDATED AND NO LONGER THE TRUE PICTURE OF HOW THE AIR FORCE FELT ABOUT SAUCERS.

FOR MORE THAN TWO WEEKS HE STUDIED THE MANTELL CASE AND TALKED TO OFFICIALS OF GODMAN FIELD. THE AIR FORCE REPORT ON THE MANNER OF MANTELLS DEATH WAS THAT HE CRASHED FROM A BLACKOUT DUE TO LACK OF OXIGEN WHILE FOLLOWING THE PLANET VENUS. LATER THEY CHANGED THE VENUS STORY AND IT IS STILL "UNIDENTIFIED" IN THE AIR FORCE FILE. CAPTAIN MANTELL WAS A WARTIME PILOT, WITH OVER THREE THOUSAND HOURS IN THE AIR HE WAS TRAINED TO IDENTIFY A DISTANT ENEMY PLANE IN A SECOND, HIS VISION WAS PER- FECT, AND SO WAS THAT OF HIS PILOTS. IN BROAD DAYLIGHT HE COULD NOT HAVE FAILED TO RECOGNIZE A BALLOON OR THE PLANET VENUS. COLONEL HIX AND THE OTHER GODMAN OFFICERS WATCHED THE OBJECT

WATCHED THE OBJECT WITH HIGH POWERED GLASSES FOR LONG PERIODS. IT IS INCREDIBLE THAT THEY WOULD NOT BE ABLE TO IDENTIFY ANY NORMAL AIRBORN CRAFT. WHATEVER THE OBJECT WAS IT WAS REPORTED SIMULTANEOUSLY FROM MADISONVILLE, ELIZABETHTOWN, AND LEXINGTON OVER A DISTANCE OF 175 MILES. A REQUEST FOR REPORTS AND PICTURES THAT THE AIR FORCE WAS TO HAVE TAKEN OF THE CRASH WAS DENIED.

KEYHOES NEXT TRIP WAS TO THE WEST COAST TO INVESTIGATE SIGHTINGS BY AIRLINE AND PRIVATE PILOTS AND OTHER COMPETENT WITNESSES. MOST OF THESE PILOTS WERE RELUCTENT TO TALK, EITHER THE AIR FORCE AND INTELLIGENT OFFICERS HAD GIVEN THEM A BAD TIME OR THE NEWSPAPER RIDICULE HAD BOTHERED THEM, HOWEVER WHEN ASSURED OF NO PUBLICITY THEY TOLD THEIR STORYS. AN AIR FORCE CAPTAIN AND HIS CO-PILOT HAD SEEN A BRIGHT OBJECT PACING THEM. THEY TRIED TO GET CLOSE ENOUGH TO MAKE OUT WHAT SHAPE IT WAS BUT EVERY TIME THEY PULLED TOWARD IT IT WOULD DO THE SAME THING AND FINNALY PULLED STRAIGHT UP AND OUT OF SIGHT. HE FOUND THEIR WERE MANY MORE SIGHTINGS THAN HAD EVER BECOME PUBLIC AND THAT SOME OF THESE PILOTS HAD DECIEDED THEY WERE INTERPLANTARY CRAFT. MANY OF THESE SIGHTINGS WERE OF EGG SHAPED SAUCERS AND MANY WERE OF THE LONG AND INCREDABLY LARGE CIGAR SHAPED OBJECTS, SOME WERE OF BRIGHT LIGHTS WITH NO APPARENT SHAPE. THESE SMALLER BRIGHT LIGHTS HAVE BEEN COMPARED TO THE SO CALLED FOO FIGHTERS THAT WERE SEEN EXTENSIVELY OVER EUROPE AND JAPAN IN THE LAST WAR.

A PILOT WORKING FOR AN AIR CHARTER SERVICE IN THE MIDDLE WEST , REPORED SEEING A DISK DURING A WEST COAST FLIGHT AND HAD BEEN THROUGHLY GRILLED BY A PROJECT SAUCER TEAM, HE REPORTED THEY ASKED HIM A LOT OF TRICK QUESTIONS TO TRIP HIM UP AND THE WAY THEY WORKED ON HIM YOU WOULD HAVE THOUGHT HE WAS A MURDERER. HE FOUND THE F.B.I. HAD CHECKED ON HIM TO FIND OUT IF HE WAS A SCREW-BALL. THEY CHECKED WITH HIS BOSS THE PILOTS IN HIS OUTFIT AND HIS NEIGHBORS. HE WAS SO INCENSED HE SAID HE WOULDN'T REPORT ANOTHER SAUCER IF IT FLEW THROUGH HIS COCKPIT.

A WASHINGTON NEWSMAN TOLD OF HAVING SEEN A PICTURE OF A SAUCER IN THE FILES TAKEN BY A FRIEND OF HIS FROM IDAHO. WHEN KEYHOE ASKED TO SEE IT HE WAS TOLD THEY DIDN'T HAVE IT OR HAD NEVER HEARD OF IT. THIS WAS MORE THAN TWO MONTHS AFTER PROJECT

SAUCER HAD CLOSED AND ITS SECRET FILES ALL REVEALED.

KEYHOE SPENT A FEW DAYS INVESTIGATING THE GORMAN CASE. WHEN HE MEANT GEORGE GORMAN HE FOUND HIM TO BE INTELLIGENT, COOLHEADED, AND FIRMLY CONVINCED OF EVERY DETAIL OF HIS STORY. THE AIR FORCE INTELLIGENCE HAD GIVEN HIM A BAD TIME AND IT WAS EVEN RUMERED THAT HE HAD BEEN COURT MARTIALED BUT HE WOULD NOT ADMIT IT. THE DISK THAT HE SAW AND CHASED HAD BEEN SEEN BY TOO MANY PEOPLE TO BE CALLED AN HALLUCINATION. HE INSISTS THAT IT WAS CONTROLLED BY A BRAIN FOR IT REACTED DIFFERENTLY TO EVERY APPROACH HE MADE TO IT. THAT WOULD NOT BE POSSIBLE WITH A RADAR CONTROLLED CRAFT. HE WOULD NOT ADMIT OR DENY THAT THEY HAD CHECKED HIS PLANE WITH A GEIGER COUNTER AND THAT IT HAD BEEN FOUND POSSITIVE.

PURDY OF "TRUE" ASKED IF HE COULD FIND A PRIVATE SCIENTIFIC EXPLANATION OF THE FLYING DISK THEORY. KEYHOE THEN GOT IN TOUCH WITH AN ENGINEER HE CALLS REDELL. IN HIS FIRST CONVERSATION WITH REDELL IT WAS APPARENT THAT HE HAD MADE A COMPLETE STUDY OF ALL THE DATA AVAILABLE AND HAD COME TO THE CONCLUSION THEY MUST BE INTER-PLANETARY. HE ASKED KEYHOE TO MAKE A STUDY OF OUR OWN SPACE PLANS AND THEN TO COME BACK AT THEIR SECOND MEETING HE TOLD KEYHOE HE HAD WANTED HIM TO KNOW ALL THE PROBLEMS CONECTED WITH INTERPLANTERY TRAVEL SO HE WOULD KNOW HOW MUCH MORE ADVANCED THESE SAUCER TYPE PLANES WERE THAN ANYTHING WE COULD PRODUCE. HE EXPLANED HOW THE ROUND PLANE WITH JETS AT THE OUTSIDE WAS VERY FESIBLE FOR FLYING BUT THAT THE ONES THAT HAVE BEEN SEEN ARE NOT JET CONTROLLED AND THAT IS THE ONLY MOTOR TYPE WE HAVE ON THIS PLANET THAT COULD FLY THIS TYPE CRAFT. HE BELIEVES THE EARTH HAS BEEN UNDER OBSERVATION FOR THE LAST TWO CENTURYS.

KEYHOE SPENT SOME TIME CHECKING OUR OWN SPACE PLANS AND FOUND THAT WE HAVE AN AREO MEDICAL RESEARCH LAB. AT RANDOLPH FIELD, THAT HAS MADE SOME AMAZING DISCOVERYS. THEY HAVE ~~MORE~~ TROUBLE WITH THE GRAVITY QUESTION, FOR INSTANCE THE BREATH YOU EXHALE WOULD STAY RIGHT IN FRONT OF YOU AND YOU WOULD REBREATH THE CORBON MONIXIDE. THE AIR WILL HAVE TO BE KEPT IN MOTION AND BESIDES THAT HAVE A VENTILATING SYSTEM TO REMORE THE BAD AIR., THEY ARE AFRAID FOR INSTANCE OF WHAT WOULD HAPPEN TO THE HEART WHEN

IT WOULD TAKE NO WORK FOR THE BLOOD TO CIRCULATE, ALL THROUGH THE AGES MENS SYSTEMS HAVE BEEN USED TO WORKING AGAINST THE GRAVITY PULL AND WHEN THERE IS NONE WHAT WOULD HAPPEN TO THE VITAL ORGAN OF THE BODY? WOULD THEY STAY IN PLACE? THEN THERE IS SUCH A THING AS DEAD DISTANCE. IF THE AIR SHIP TRAVELES AT THE RATE OF IOO MILES A SECOND THAT IS MUCH FASTER THAN THE HUMAN BRAIN CAN TAKE A MESSAGE AND RESPOND TO IT, SO YOUR NAVIGATION WOULD BE HAZARDAS, SUPPOSE YOU WERE HEADED FOR A METEOR, BY THE TIME YOU HAD TOUCHED THE CONTROLLS YOU WOULD HAVE HIT IT SO ALL THE INSTRUMENTS WOULD HAVE TO BE RADAR CONTROLLED.

AFTER THE REALEASE OF THE ARTICLE IN TRUE THE AIR FORCE DECLARED THAT PROJECT SAUCER HAD BEEN DISCONTINUED SINCE ALL THE SAUCER REPORTS HAD BEEN SATISFACTORLY EXPLANED. IN ONE OF THEIR RELEASES THEY HAD STATED THE MANTELL DEATH HAD NO EXPLANATION SO 1/¢X1 KEYHOE MADE ANOTHER TRIP TO THE PETAGON TO TALK TO THE OFFICIALS. THEY HAD CHANGED THE OFFICIAL STATEMENT TO THE ORIGINAL ONE THAT MANTELL WAS CHASING THE PLANET VENUS. IT IS KEYHOES OPINION THAT THE AIR FORCE AND AIR INTELLIGENCE KNOWS ALL THE SAUCER ANSWERS BUT THEY ARE A LONG WAY FROM LETTING THE PEOPLE KNOW WHAT IS GOING ON.

DATE DEC. 8, 1951
TIME 3:46 PM

GENERAL INFORMATION

REPORTER L. W. CLOPTON + J. JUNGKURTH

LOCATION SAN FRANCISCO

NUMBER OF OBJECTS 1

MANUEVER APPARENT LEVEL LEFT ARC OR BANK

FLIGHT CHARACTERISTICS

FLIGHT FORMATION

COLOR + BRILLIANCE - VERY SIMILAR TO THAT OF MOON WHICH WAS SEEN AT THE SAME TIME

FORM - CIRCULAR TO ELLIPTICAL

SPECIFIC INFORMATION

FIRST OBSERVATION
time 3:46 P.M.
max. dimension in degrees 0.66° or 40 min.
azimuth 120°
elevation 40°

FLIGHT PATTERN APPARENT LEVEL LEFT ARC WSW TO SSW

LAST OBSERVATION
TIME 3:46 + 35 SEC.
max. dimension in degrees 0.132° OR 20 min.
azimuth 187°
elevation 19°

NOTES OBJECT OBSERVED WAS EITHER CLOSE + SLOW OR DISTANT + FAST, THE LATTER SEEMS TO BE TRUE DUE TO COLOR + RELATIVE BRILLIANCE. A NORTH-WEST WIND OF ABOUT 15 TO 20 mph WAS BLOWING

OFFICIAL COMMENT

REF.

February 19, 1951 Mount Kilimanjaro, Africa

Two pilots and nine passengers of regular plane flight from Nairobi to Mombasi, Africa, saw a huge cigar-shaped vessel, at firlst quite stationary over the top of Mt Kilimanjaro, then as the plane drew near rising rapidly at an estimated 1000 mph and disappearing at 44,000 feet. Vessel judged to be 200 feet long, brilliantly polished except for four duller bars which ran vertically down its body, had a huge fin or paddle-rudder at the stern, no exhaust. Craft was in view for 17 minutes.

February 19, 1951: San Diego Union

"MYSTERIOUS MISSILE ATTACKS NAVY SHIP"

Washington, Feb 18(UP)--The Navy reported today that one of its ships was attacked recently off the western shore of Korea by a powerful "mysterious" missile that kicked up a 100 foot column of water. According the the report appearing in the Naval Aviation News, the USS Gardiner's Bay, was steaming through the channel off Inchon when two "mysterious missiles, trailing long, white smoke" plumes, plunged from the sky and landed off the ship's port bow. "No aircraft could be sighted by radar or visually overhead," the article added, "although the ceiling was unlimited. Identification of the missile remains a great mystery. ~~Military spokesmen refused to comment on the incident.~~

Feb 20 1951: Stockholm Morgon-Tidningen.

FLYING SAUCER PHOTOGRAPHED OVER AFRICA

The first flying saucer ever photographed over Africa was caught Monday at 10,000 feet over Kilimanjaro. Both crew and passangers on a commercial plane of the East African Airways observed it. All agreed it was like a ball with a fin projecting from it. Through binoculars these details could be clearly observed. Radio operator D W Merrifield first saw it and called it to the attention of Chief Pilot J Bicknell and the passengers. All signed the report. Three passengers took pictures of the object. It remained in sight ten minutes and then disappeared toward the East.

NOTES ON FLYING SAUCERS

Feb 27, 1951.

Emerson Treacy called today and asked if we would be home this afternoon. He had a friend just in from the east, Forrest Barnes, who had been telling him about Saucer clubs popping up all over. At 4 o'clock they came, and honestly, he tells us people are forming Flying Saucer clubs in the east, and suggested Frank ought to be a central agency for them.

Then he started talking about a friend of his, Sanderson, who has written two articles on flying saucers for True, which were printed about a year ago. I don't see how they could be published that long ago, because Frank's first articles in Variety were in October and November, and then Donald Keyhoe's article which was so terrifically publicized, in True, was in the January issue, and in January Ken Purdy pleaded and begged Frank to write an article for him, which would not be able to get in before the March or April issue, because it takes that long to get them out.

Anyway, Sanderson had told Forrest that the Venusians had tried and actually established contact with us. I asked if he based his findings on the strange signals that are reported to have come in over the radio in England, and he said No. These signals apparently came in straight with some kind of question as to whom should they get in contact, in other word what kind and who was the head of our government. Apparently the answer these people sent was to contact the State Department. Which they allegedly did, and also have been answered by the State Department.

The discussion then went on to language. Forest was of the

opinion that if they were so smart as to be able to fly around the way they do they must also have been able to listen to our radios for the 30 years we have been broadcasting out into the space and have learned our language. We didn't think that was unlikely, but later it struck us that if they had gotten enough to be able to crack our language code, they also would have gotten to know what the setup of our government is about.

What puzzles us most, and most people in general, is the government's reluctance to admit that there are such things as flying saucers. All kinds of arguments have been advanced, from religious reasons, to the fact that we are rearming, and if we, the people, find out there is something else, we might not appropriate moneys to rearming against Russia. To arm against Venusians would be the silliest thing ever, since 1. they have not proven beligerent, and 2; if they were beligerent, our arms, however advanced would xxxx seem like popx guns to them, or, like the atomic bomb and worse, would be serious enough to damage this planet, and if it seriously damaged this planet would in all probability do damage to the solar system and the other planets.

Forrest suggested that they keep things secret because of the revolutionary change in our living it might bring. We would ask them - this is of course only guesswork - how do they run their planet, or countries. Then we would ask them how are their churches? They would say, what is that? We would ask them about God. They would ask who is that? And then where would we be?

I countered that I still didn't think that a reason to keep things secret. First of all it is a fact. Second: Maybe the Venusians do not have original sin. Maybe their Adam didn't succumb to the temptations of their Eve, and they do not have

to redeem themselves.

Most of all the government is after all representatives of the people, not the bosses, and if it is a fact, people should know about it.

Then from a purely governmental point of view.thatx They say there is no such thing as little men and fxlying saucers coming to attack us. It always annoyed us the conditioning they are doing in always combining flying saucers and attack. But let's go on with that procedure. IF the little men did contact the State Department they could answer one of two things. Either they could say Go away, and don't come back for 50 years, or make the way clear for them to come in for a landing. If they say the first, which in view of the fact that they are afraid of a panic, would be the most tempting to say, it would be reasonable to expect that the little men also would be able to contact other countries and governments and be invited for a landing, and then use their very superior knowledge in subduing us, if they aren't too superior for that. So that would not be wise. If they invited them for a landing - then how long could they keep that secret? Evidently they are so superior to us that we could learn a lot. If Washington has religious fears, is it because they feel God is man-made? Since God is allmighty definitely other planets would just show up that fact. Don't they have any faith?

Feb 28, 1951

Last time Gerald Heard was here was around the middle of January and he, among other things, told us about a paper in the middle of England that had a long feature about a flying saucer that had landed in Bruges, Belgium app the 28th of March, 1950, and that 24 little men had been found - living - and taken to a camp. He even had a letter from the editor of this English paper. We questioned the date as being mighty close to April 1. "We" was Silas M. Newton, Frank and I, and I believe Bob Pike. Mr. Heard had put some of his newspaper sleuths on the story to find out what was true, and reported on Feb 27 that it all had been a magnificent newspaper circulation booster hoax, even to dressing up little men etc.
Si Newton told us that the story of a flying saucer at the Firth of Forth, Scotland, was holding water still. That was a report of a saucer coming in apparently for a landing bounced on the waves, jumped app 100 feet in the air, came down on another wave and bounced in the air again and then turned, made a circle around and took off. The bounce alone would have killed our earth-made planes.

Bob Pike came by with a car insurance for Skips new little red Standard car. For months he trailed Roy Dimmick who last year was reported to have a piece of a flying saucer that had landed in Mexico, and who had seemingly seen a downed saucer when on a business trip to Mexico. He worked for the Apache Powder Company. The next day reports came out in the same paper that Mr. Dimmick had taken everything back what he said, that it was just talk. Well Bob Pike started pursuing him. He would try by telephone, and dropping by his apartment, morning noon

and night, even to finding out from neighbors in the adjoining apartments that he was seldom home, maybe twice a month. One day he got hold of Dimmick's daughter who was getting fed up with flying saucer talk. She was very gracious however, and one day he made the direct contact. Mr. Dimmick said that he was definitely told by the government to not disclose anything about any saucers. He has worked with them, in his business for 20 years, so he decided to go their way. He will therefore not disclose any information, but being very honest, he does not deny that the first story was true. He had told a friend in all confidence and the next day it had hit the papers. The subsequent discrediting was purely on orders. The piece of saucer that he was supposed tp have in his possession however, Mr Pike has not been able to ascertain if they have, though both father and daughter, being very honest people, act as if they had it in their pockets.

Call Homer Davis of Columbia to see that film of a flying saucer over Mexico City Airport.

Notes on FS

Professor George Adamski and Ivan Courtright came for dinner Friday Feb 16, 1951. We had a nice fish dinner, and Prof Adamski brought along 10 photographs that he had taken through his telescope, a 5 (6?) inch job. They were all fascinating. But two of them beat them all. How I would have liked to have just accidentally misplaced them. All of them showed flying saucers like round blobs, but the two. One was a corner of the moon, with a flying saucer nearèr but with the same type of light reflection as the moon, and superimposed on these two is the profile in black of a flying saucer - as we have come to understand they look. It's a beauty.

The other is a cpicture of the moon, with its craters and all. Over it is an oblong whitish light reflection which can be deciphered as the lighted flying saucer, and its tail which is there only by reason of its movement while the film was exposed. (Like car headlights sho up as streaks). The prof explained the Navy men looked at this picture, and even noticed that the saucer ~~xkxxxxgkxx~~ threw a shadow of itself on the moon. With their instruments they figured it was about 5000 feet above the moon, app 4000 feet long, 1000 feet wide and traveled at a speed of about 1800 miles per hour. (?) Prof Adamski also told that once he saw one of these launch a smaller ship that seemed to fall down from its bottom. He also told us that Palomar 200 inch telescope takes pictures all the time, and twice a week Navy men go up there to collect them.

One day, about 6 months ago the Air Force threw a blockade on one of the highways near there for about 6 or 8 hours. A truck driver friend of his had been stopped and told that he saw a flying saucer landed. I believe he also mentioned about

seeing some little men.

He also told about several years ago we had a project of trying to get to the moon, and were grooming forty men in friendly manners as well as everything else - meaning of course that the moon isn't as uninhabited as we have so far believed. He was spouting this kind of stuff in the little restaurant that he's running and at a table where some navy men and one woman. The woman got up and walked over to the Prof and asked him where did he get that information and didn't he know it was military secret? Oh, he had heard it around. She then pointed to one of the young men and said "That's my boy, and he's one of them." That rather confirmed his talk. But this is years ago, and still nothing has happened so they must be ready to groom the next batch - or maybe they did go. Could it be?

WHY FLYING SAUCERS ARE HERE

To Confirm True's article "Flying Saucers Are Real by Lieut Donald E Keyhoe, which caused a world wide sensation when published in the January 1950 issue, True's editors scouted the country for scientific confirmation by men who had seen and worked on the few saucers which were known to have landed on this earth reasonably intact. The best and biggest of these was reported to have been dissembled 12 miles north of Aztec, New Mexico, and carted from there to Almagordo, Another, smaller project ,which landed near Phoenix Arizona was moved fromthere to Wright Field, Dayton, Ohio. x

Ordered to refrain from any comment on these saucers by the Air Force intelligence, the scientists who were called in on the project as a matter of course and because of their previous association with wartime government projects dealing with undersea detection and super radar devices for the magnetic immobilization of enemy alien planes, directed missiles and the ~~lack~~ like have followed the government directives as to names, dates and places. But a spokesman appointed by them agreed to a conference with a spokes-man for TrueTMagazine. They met at the home of Frank Scully at Whitley Heights, Hollywood, on Saturday January 14 at 4 PM and explored for three hours a way to talk about how flying saucers got here and how they got back from wherever they came, believing that ~~suk~~ such a scientific explanation would not violate any Air Force directive or in any way imperil the country's security. Thus for the first time they would reveal why flying saucers are real in the hope of preparing the world for inevtiable official explanations.

Their spokesman had behind him 150 scientists who ~~xxxxx~~ are still called in by the government in consulting capacities. This is the skeleton crew of what was once a team of 1700 scientists who ~~performed~~ Conducted 35,000 experiments on land, sea and air and finally knocked out the submarine menace in the Pacific and the Atlantic. It was a billion dollar project. Now returned in the main to private business industry, they nevertheless are on call in an emergency

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~~They were called in tosolve the problem of an increasing number of space ships which were xxxxgx flying over our x mainland~~

They were called in and asked to use their devices and knowledge to detect and solve the problem of an increasing number of foreign objects which were reported flying over our territory. When informed of an actual landing they hurried to the scene. In one they found 16 dead men about 40 inches tall, in another two. Their first conflict with the Air Force was in the matter of procedure. The scientists wanted months to study the ships intact in the hope of finding the secret of their propulsion as the ships obviously carried no fuel. The Air Force wanted to dissemble to see what made them click. The Air Force had its way. Thus may be lost for years, unless another ship gets out of control in our atmosphere and lands miraculously intact.

In the hope of educating the Air Force brass and the world generally these scientists have finally consented to give their findings to the public on condition that they not be identified by name or be quoted at this time. Their reasons why these confidences must not be violated were explained to True's spokesman and are reasonable and understandable. They will not be revealed to anybody. This then is their story as told to

FRANK SCULLY

Einstein Notes

Before we discuss Einstein's theories, let us get some backround information.

There have been several explanations advanced for certain physical phenomena; e.g., light, radio, color, etc. For instance, there are two theories on light. One is the "corpuscular" theory, or theory that light consists of streams of tiny particles travelling at a tremendous speed. The second theory, which was advanced by the Dutch Physicist Huygens, regarded light as a form of wave motion. We are familiar with wave motion as personified in an ocean wave, a rock thrown in a pool, etc. The sensation of sound has always been regarded as wave motion caused by vibration. A transporting medium(air, water, etc.) must be present to make the sound audible, however. But as science has progressed, more and more phenomena have been attributed to wave motion; such as heat, radio, television, etc. To these phenomana, the wave theory seems to be holding water.

In Einstein's General Relativity theory, he saw the universe as containing four dimensions: breadth, heighth, width, and the time dimension. These three being inseparable . Thus we speak of the space-time concept of the universe. He went on to say that the physical properties of the space-time concept are dependent on the amount of material present. On this basis he further defined the laws of gravitation; namely the properties of gravitation and the motion of objects in relation to gravitation. He did not say that gravitation was a force of attraction. There was one drawback Einstein could not incorporate into his general relativity theory. These were the laws of electro-magnetism. Now, thirty-three years later, he has solved this puzzle mathematically in his Unified Feild Theory. It took him 24 pages of equations to explain the relations between electromagnetic force, mater and energy, and the space time concept. If Albert Einstein has succeeded, he has put under one heading a basic law which covers all phenomena, not only of our earth but the universe.

Here is the illustration of what I'm explaining concerning the relationship believed to exist among al naturla phenomena. It is theorized that different reactions take place, or differant sensations are perceived by differences in wave length. For instances, waves which are long produce the sensation of sound. As the wave length is shortened more and more,we detect radio, television, heat, color, light and finally X rays. That is at least what I have gleaned from Einstein's Unified Field Theory.